Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4557

Name: COLD SPRING LANE OVER AMTRAK & JFX

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X___

Criteria: ___A ___B __X__C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001___

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001___

Maryland Inventory of Historic Properties MHT Number B-4557
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. BC 3208

Location:
Street/Road Name and Number: Cold Spring Lane over AMTRAK and Jones Falls Expressway

City/Town: Baltimore Vicinity __

County: _____

Ownership: __State__County X Municipal__Other

This bridge projects over: X Road X Railway__Water__Land

Is the bridge located within a designated district:__yes X no

__NR listed district__NR determined eligible district
__locally designated__other
Name of District_____

Bridge Type:

__Timber Bridge
__Beam Bridge__Truss-Covered__Trestle
__Timber-and-Concrete

__Stone Arch

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf__Bascule Multiple Leaf
__Vertical Lift__Retractile__Pontoon

X Metal Girder
X Rolled Girder __Rolled Girder Concrete Encased
__Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

__Metal Cantilever

__Concrete
__Concrete Arch __Concrete Slab__Concrete Beam
__Rigid Frame
__Other Type Name_____

Description:

Describe Setting:

Bridge Number BC3208 carries Cold Spring Lane in a generally east-west direction over Jones Falls Expressway and Amtrak tracks in the City of Baltimore, Maryland. The approach to the roadway is level and has four lanes. The area around this bridge is suburban and wooded. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure:

Bridge Number BC3208 is a thirteen span structure, measuring 548 feet in total length. Bridge Number BC3208 is a rolled I-beam deck structure. The roadway width from curb to curb is 56 feet and the total deck width is 68.3 feet. There are sidewalks on both sides of the bridge and the width of each is five feet.

The superstructure is composed of a rolled steel I-beam system. There are two spans in the main bridge unit and eleven in the approach units. The longest span is 90 feet long. The approach spans average 35 feet. There are four stringers in the structure. The stringer spacing averages nine feet. The floor system is composed of concrete cast-in-place. The joints are made of a steel sliding plate. There are two rectangular concrete parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete abutments and concrete wing walls. The piers and columns are also concrete. There is no ornamentation. There are no historical plaques.

The condition of this bridge is currently rated good, with some section loss, deterioration and spall.

Discuss Major Alterations:

There has been one major alterations to this structure. These occurred in 1990 and involved reconstruction of the bridge. All elements of this bridge have been replaced and are new.

History:
When Built:1930 and 1990
Why Built: Increased traffic density necessitated a structure with an increased load capacity.
Who Built: State Roads Commission
Why Altered: Structural Problems
Was this bridge built as part of an organized bridge building campaign: Bridge built for a hazardous grade elimination program.

Surveyor Analysis:
This bridge may have NR significance for association with:
__A Events __Person
__C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

Yes. Increasing growth of vehicular traffic rates paralleled the growth of state-owned and state-aided highways. The 1930's brought a dramatic increase in the number of tractor-trailers and other heavy vehicles. The Maryland State Roads Commission began to emphasize standardized designs. Old, one way bridges and other inadequate designs were often replaced by steel girder design bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes. Bridge BC3208 had a significant impact on the area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC3208 would have been a significant part of this development. The neighborhoods of Cold Spring would have all been directly impacted.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Yes. Bridge BC3208 is located in an area with little or no historic significance. This area has had a wide variety of unconnected developments. There is little in this area that could considered in the future for eligibility. The loss of this bridge would not detract from the historic or visual character of this area.

Is the bridge a significant example of its type?

Yes. Bridge BC3208 is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. The 1990 reconstruction removed all old bridge elements.

Should this bridge be given further study before significance analysis is made and Why?

No. This bridge does not retain sufficient elements of historical structural integrity to qualify for further study.

B-4557

Bibliography:

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1917-24 Annual Report of the Highways Engineer. Baltimore, Maryland.

Hopkins, G.M.
1977 Atlas of Baltimore, Maryland. Philadelphia, Pennsylvania.

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1970-95 Historic Resources Survey Form Files. Maryland Historical Trust Library. Crownsville, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context. Baltimore, Maryland.

State Highway Administration
1993 Bridge Inventory. Baltimore, Maryland.

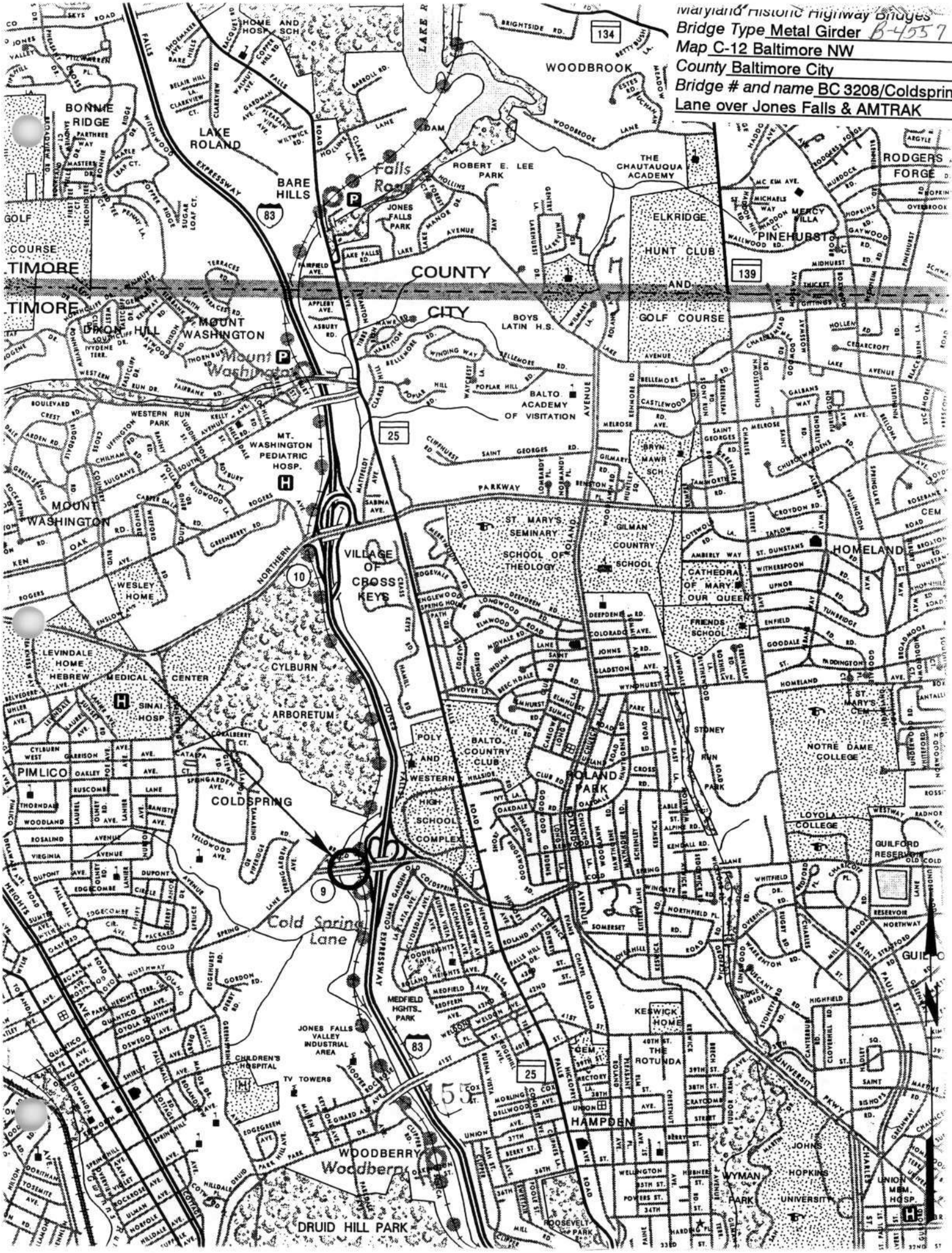
U.S. Department of the Interior
1990 National Register Bulletin Number 15. National Park Service. Washington D.C.

U.S. Department of Transportation
1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

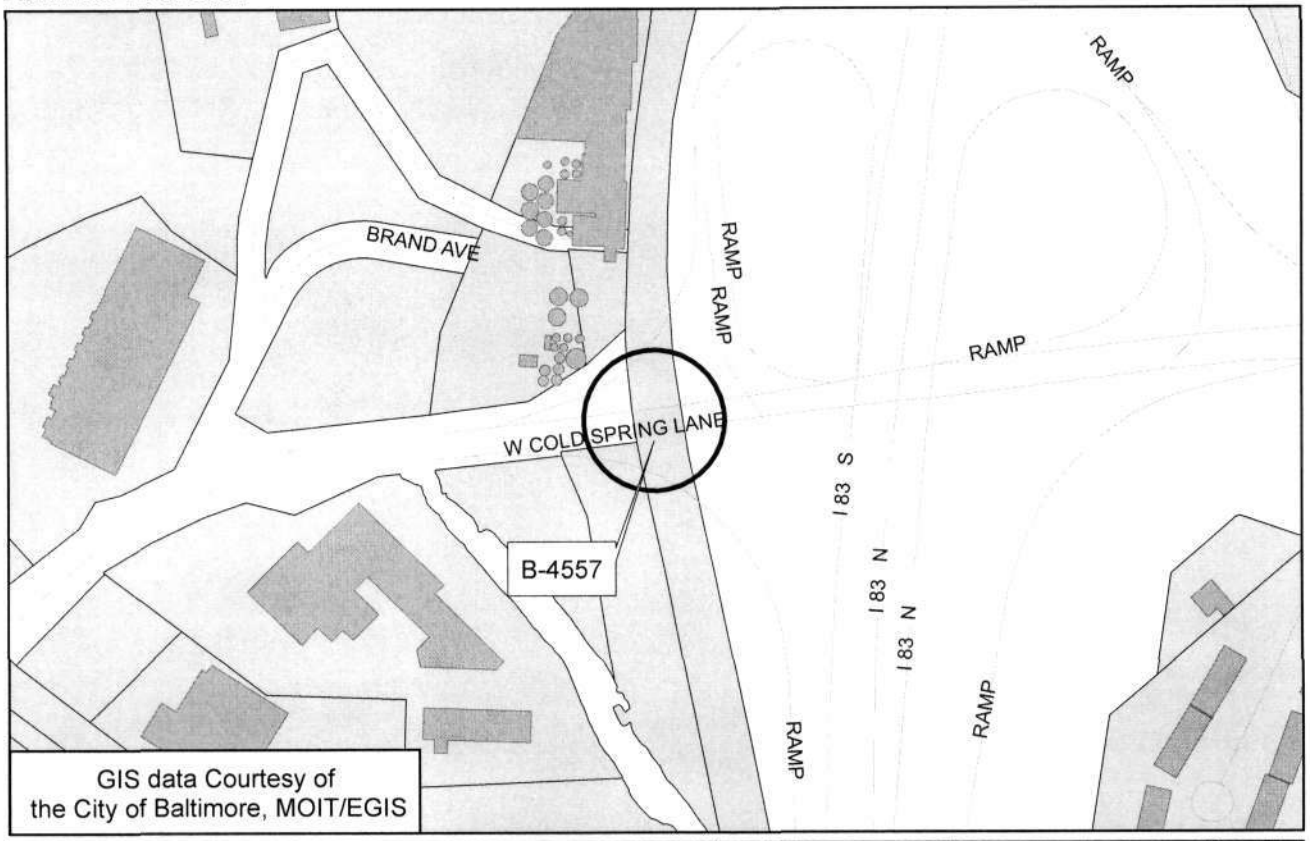
Surveyor:

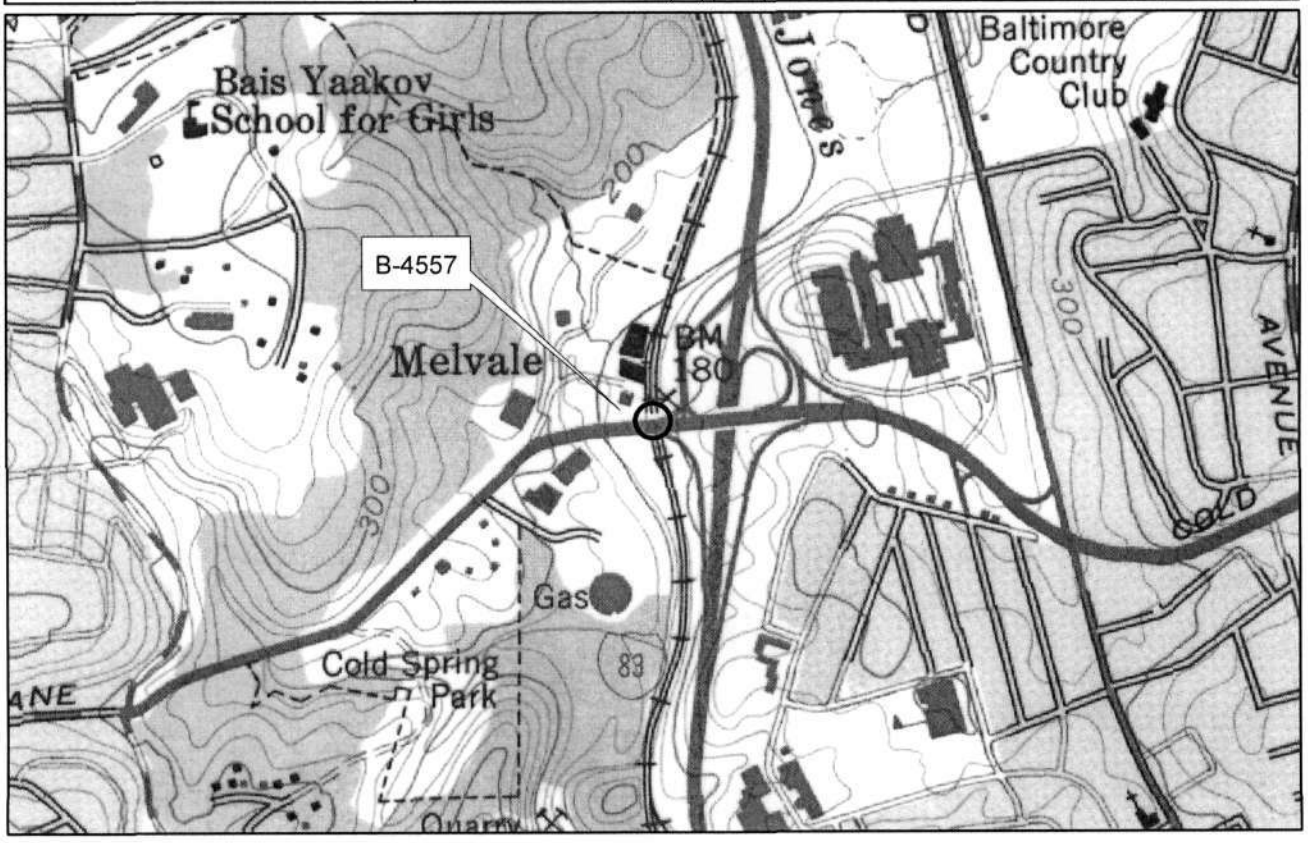
Name: Andrew M. Watts **Date:** March 1996
Organization: State Highway Administration **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder B-4537
Map C-12 Baltimore NW
County Baltimore City
Bridge # and name BC 3208/Coldspring Lane over Jones Falls & AMTRAK



B-4557
Bridge 3208
Cold Spring Lane over AMTRAK and Jones Falls Expressway
Baltimore City
Baltimore West Quad





Inventory # B-4557

3208 - COLD SPRING LANE OVER JONES

Name FALLS AND CONRAIL

County/State BALTIMORE CITY | MARYLAND

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 1 ~~22~~ of ~~25~~ 4

Inventory # B-4557

3208- COLD SPRING LANE OVER JONES

Name FALLS AND CONRAIL

County/State BALTIMORE CITY / MARYLAND

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number ~~25~~ 2 of ~~25~~ 4

Inventory # B-4557
3208 - COLD SPRING LANE OVER
Name JONES FALLS AND CONRAIL
County/State BALTIMORE CITY/MARYLAND
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number ~~24~~ 3 of ~~25~~ 4

Inventory # B-4557
3208- COLD SPRING LANE OVER JONES
Name FALLS AND CONRAIL
County/State BALTIMORE CITY/MARYLAND
Name of Photographer TIM SCHUEN
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number ~~25~~ 4 of ~~25~~ 4